

and cargo at Okinawa during the first five days of April and then returned via Saipan to Pearl Harbor. She was routed on to the west coast and arrived at San Pedro, Calif., on 30 April to begin a period of overhaul.

While the ship was still in the yard, Japan capitulated on 14 August 1945. The repair work was completed on 4 September, and *Arthur Middleton* was assigned to duty transporting relief forces to the Philippines and returning veterans to the United States. By the end of 1945, the ship had made two voyages to the Philippines. In January 1946, she underwent repairs at Terminal Island, Calif. Following the detachment of her Coast Guard personnel, *Arthur Middleton* was transferred to the Naval Transportation Service on 1 February 1946.

During the next four months, the transport made six round-trips between San Francisco and Pearl Harbor. She then steamed through the Panama Canal and continued on to Norfolk, Va., where she arrived on 19 July 1946. The ship was placed out of commission at Norfolk on 21 October 1946 and placed in the Atlantic Reserve Fleet. At the end of a dozen years in reserve, her name was struck from the Navy list on 1 October 1958; and the ship was transferred to the Maritime Administration for layup in the James River. She was placed in the National Defense Reserve Fleet on 3 March 1959. The vessel was sold on 9 May 1973 to the Consolidated Steel Corp., Brownsville, Tex., and was later scrapped.

Arthur Middleton won six battle stars for her World War II service.

Arthur W. Radford

Arthur William Radford—born in Chicago on 27 February 1896—graduated from the Naval Academy on 2 June 1916 and served in *South Carolina* (Battleship No. 26) before seeing duty in three successive staff assignments with: Commander, Battleship Division 1; Commander, Division 1, Pacific Fleet, as aide and flag lieutenant; and as aide and flag lieutenant on the staff of Commander, Train, Pacific Fleet.

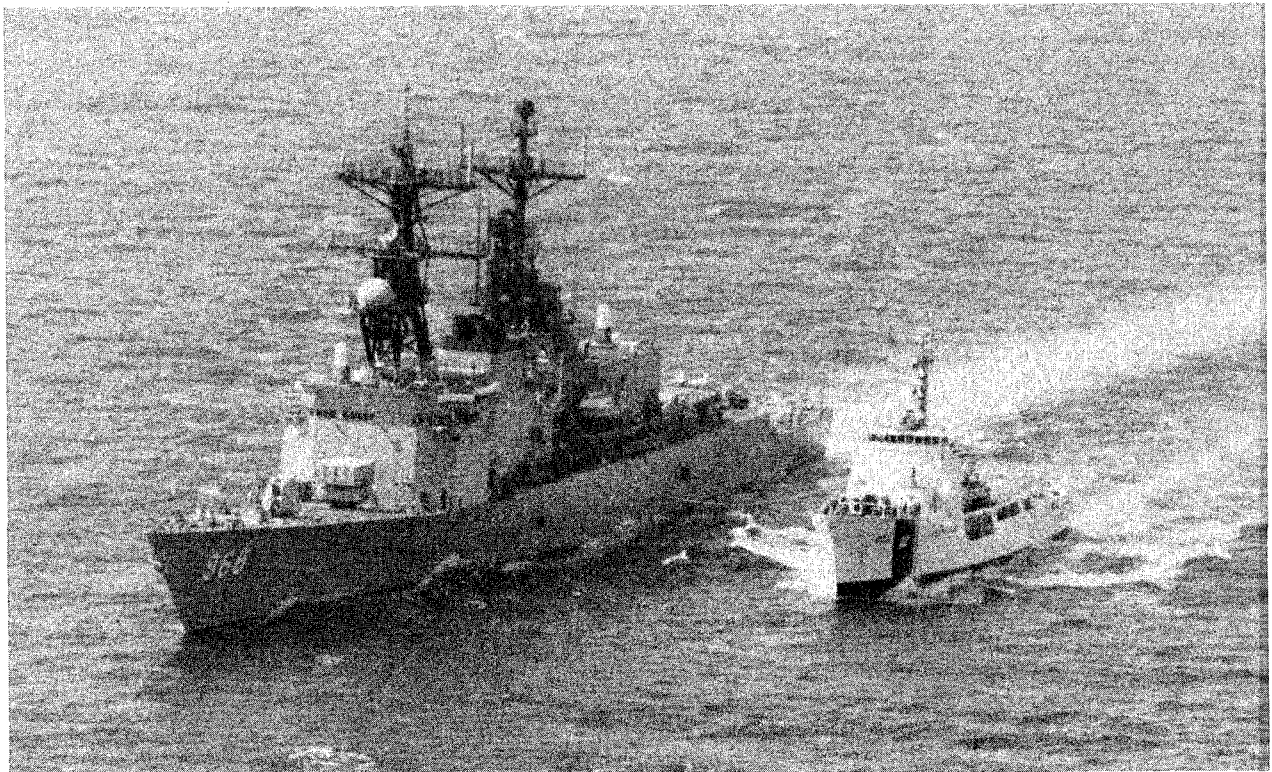
In the spring of 1920, Radford arrived at the Naval Air Station (NAS), Pensacola, Fla., for flight instruction and received his "wings" in November. After a tour as an instructor at Pensacola, he spent two years in Washington with the Bureau of Aeronautics (BuAer) before joining Aircraft Squadrons, Battle Fleet. Service in observation squadron VO-1, from April 1925 to June 1927 followed before he saw duty at NAS, San Diego, Calif.

In the spring of 1929, Radford was again assigned to Aircraft Squadrons, Battle Fleet, commanding the Alaskan Aerial Survey Detachment which investigated forest and mineral resources in that region. In November 1929, Radford moved to *Saratoga* (CV-3) and took command of her fighter squadron, VF-1B, the following spring. Assigned to the staff of Commander, Aircraft, Battle Force, in May 1931, he served as Rear Admiral Harry E. Yarnell's aide and flag secretary on a staff that included other naval aviation luminaries such as Capt. John H. Towers and Comdr. Forrest Sherman.

Following another stint with BuAer beginning in June 1932, Radford became navigator of the seaplane tender *Wright* (AV-1). Duty as an aide to ComAirBatFor lasted until he took command of NAS, Seattle, Wash., in June 1937. In May 1940, Radford became executive officer of *Yorktown* (CV-5). In May 1941, Radford went back to Washington for a few more months at BuAer and then became the first commanding officer of NAS, Bermuda.

America's entry into World War II in December 1941 found Radford directing the Navy's pilot training program. He inaugurated a program of intensive expansion to include all phases of operational flight training and established functional training commands to carry out his plans. Under his direction, the program, which grew through the spring of 1943, provided the Navy with the skilled pilots who spearheaded the war against the Axis. For this work Radford received the Legion of Merit.

Radford went to Carrier Division (CarDiv) 2 in April 1943 and received flag rank on 21 July of that year. Then as Commander, CarDiv 11, he directed his division's air strikes in support of the landings in the Gilberts in November and received his first Distinguished Service Medal (DSM). Then, after serving as chief of



Arthur W. Radford (DD-968) conducts underway replenishment training with the Coast Guard cutter *Courageous* out of Guantanamo Bay, Cuba, December 1982. (NH 96653)

staff and aide to Commander, Aircraft, Pacific Fleet, from December 1943 to January 1944, he returned to Washington to serve as Assistant Deputy Chief of Naval Operations for Air into the fall of 1944.

Breaking his flag in *Yorktown* (CV-10) as Commander, CarDiv 6, in November 1944, Radford directed his task group's attacks against targets in the Japanese home islands. His planes also supported the conquest of Iwo Jima and of Okinawa, earning him a second DSM.

Following a stint as Commander, Fleet Air, Seattle, lasting into the winter, Radford journeyed to Washington once more in January 1946, to fill the billet of Deputy Chief of Naval Operations for Air. He returned to sea duty in March 1947 as Commander, 2d Task Fleet, and held that post into December of that year before returning to Washington to become Vice Chief of Naval Operations. Becoming Commander in Chief, Pacific Fleet, with the collateral duty of High Commissioner, Trust Territories of the Pacific Islands, in the spring of 1949, with the rank of admiral, he was serving therein when the Korean War broke out in June 1950.

According to the citation for his third DSM, Radford "quickly and effectively prepared his command for full scale offensive operations . . ." He skillfully placed his warships " . . . to provide coordinated support of land operations to aid the Republic of Korea in her fight against domination and oppression." During his time as CINCPACFLT, Radford met Dwight D. Eisenhower in Korea following the 1952 elections and impressed the president-elect so favorably that "Ike" soon appointed him Chairman of the Joint Chiefs of Staff.

The first naval officer to hold that high office, Admiral Radford served as Chairman from June of 1953 until his retirement on 1 August 1957, winning his fourth DSM. Admiral Radford died at the Bethesda Naval Hospital on 17 August 1973.

(DD-968: d. 7,865; l. 563'; b. 55'; dr. 29'; s. 30 + k.; cpl. 289; a. 25", ASROC, 6 21" tt., Sea Sparrow, LAMPS; cl. *Spruance*)

Arthur W. Radford (DD-968) was laid down on 31 January 1974 at Pascagoula, Miss., by the Ingalls Shipbuilding Division of Litton Industries; launched on 27 February 1975; sponsored by Mrs. Arthur W. Radford, the widow of the late admiral; placed in "special service" on 4 April 1977 upon delivery to the Navy, Comdr. David E. Woodbury in command; and commissioned at her builder's yard on 16 April 1977.

Underway for the east coast that same day, *Arthur W. Radford* was forced to return to her builder's yard for repairs soon thereafter, but got underway again on 30 April. Touching at Charleston on 3 and 4 May, the ship proceeded to her home port, Norfolk, which she reached on the 6th.

Three days later, she sailed for Newport, to provide support for the Naval Surface Warfare Officer Training Command. While the ship proceeded north, a LAMPS helicopter landed on her helo deck to prepare for the possible embarkation of a LAMPS detachment. The helicopter returned to Norfolk later that day, 11 May. Mooring at Newport on 13 May, the destroyer remained there until the 17th, when she headed home. Soon after returning to Norfolk, she conducted gunnery exercises and helicopter operations off the Virginia capes.

The ship headed down the coast on 24 May and reached Port Canaveral, Fla., the following day. After embarking Capt. R. K. Albright, Commander, Destroyer Squadron 22, the destroyer got underway on the 27th and, for the next few days, conducted air, surface, and sub-surface surveillance of the surrounding waters while the President of the United States, Jimmy Carter, observed operations on board the attack submarine *Los Angeles* (SSN-688). The destroyer rendezvoused with the submarine prior to her initial dive and then again when the submarine surfaced. Throughout the operation, she provided support services for local and national press covering the Chief Executive's voyage.

Underway for Norfolk on 31 May, *Arthur W. Radford* reached her home port on 2 June for local operations. While returning from waters off the Virginia capes on 6 June, the ship ran into low-visibility conditions and winds in excess of 90 knots which disabled a radar antennae and literally drove the ship outside of the main shipping channel. At one point her fathometer read only one foot of water under the keel.

Fighting her way back to the channel in the teeth of the gale, *Arthur W. Radford* sighted a capsized motor vessel, *Dixie Lee II*, 300 yards south of Thimble Shoals Channel buoy 21. Unable

to assist due to the shallow water and high winds, the destroyer notified the Coast Guard of bodies seen floating in the water. The destroyer then anchored in Hampton Roads until the wind had dropped and shipping, adrift in the vicinity, had moved off.

Arthur W. Radford then proceeded to the West Indies for training operations—including gunfire support. En route to Frederickstad, St. Croix, in the American Virgin Islands, in late June she conducted further weapons tests. Firing a gunnery exercise at Vieques, Puerto Rico, the destroyer returned to the eastern seaboard with a port visit to Fort Lauderdale, Fla., on Independence Day 1977. Further work in the Bahamas, and at Guantanamo Bay, preceded her return to Charleston, S.C., on the last day of July. She then headed home where she arrived on 3 August.

The ship returned to Pascagoula on 11 September for post-shakedown availability and remained in her builder's hands until she returned to Norfolk in mid-October. Entering the Norfolk Naval Shipyard on 25 October for restricted availability, she remained there into the spring of 1978 before resuming local operations out of her home port. She principally engaged in ship qualification trials and underway training before sailing south to Guantanamo Bay and Vieques for refresher training and gunfire support practice, respectively. Following these evolutions the ship returned to Norfolk on 30 July 1978.

On 23 August, *Arthur W. Radford* got underway from the Naval Weapons Station, Yorktown, Va., and headed for NATO exercises in the North Atlantic. En route, she participated in Exercise "Common Effort," carrying out escort duties in an "opposed Atlantic transit," and briefly embarked Vice Admiral Wesley L. McDonald, Commander, 2d Fleet. Next came Operation "Northern Wedding"—a joint NATO exercise which began on 4 September and involved several carrier groups in an amphibious landing and many other facets of simulated naval warfare. During that operation, *Arthur W. Radford* operated alongside British, Danish, Norwegian, Swedish, West German, and Canadian naval units.

Following the conclusion of "Northern Wedding," the destroyer visited Copenhagen, Denmark; Rotterdam, Holland; and Portsmouth, England. She again embarked Vice Admiral McDonald at Portsmouth on 16 October and wore his flag during the return voyage to Norfolk. The admiral disembarked upon her arrival at Norfolk on 25 October. The warship then operated locally through the winter, varying periods in port of upkeep with underway training.

Arthur W. Radford cleared Norfolk on 13 March 1979, bound for the Mediterranean and a tour with the 6th Fleet. Over the next six months, she participated in a variety of exercises and visited the ports of Catania, Sicily; Split, Yugoslavia; Trieste, Italy; Alexandria, Egypt; Cannes, France; Palma and Barcelona, Spain; the French ports of Toulon and Theoule; and the Spanish ports of Rota and Valencia. During the deployment, the vessel fired her first Harpoon missile in the Mediterranean on 28 July. Her target was the hulk of a destroyer, ex-*Lansdowne* (DD-486) (later the Turkish *Gaziantep*, D-344). *Arthur W. Radford* also participated in Exercise "Multiplex 1-79" in the Ionian Sea; Exercise "Dawn Patrol" in the Tyrrhenian and Ionian Seas; Exercise "Tridente" out of Alexandria; and Exercise "National Week" XXVII, Phases 1 and 2. While en route from Toulon to Theoule, France, she rescued the French ketch, *Laurca*, adrift 50 miles from the French resort of St. Tropez.

Clearing Rota on 12 September, *Arthur W. Radford* reached Norfolk on the 22d. Underway for Miami on 23 October, she served as the platform for deck landing qualifications for helicopter pilots en route, and, after touching at Mayport, Fla., to unload a crippled H-3 helicopter from HSL-30, reached Miami on 27 October for a two-day port visit.

After returning briefly to Norfolk from 31 October to 5 November, the destroyer proceeded to Halifax, Nova Scotia, and participated in a training exercise with American and Canadian warships. During the course of Exercise "Canus-Marcot" she logged her 1,000th helicopter landing of 1979. Returning to Norfolk on 21 November, she remained in port for the remainder of the year 1979.

For the first half of 1980, the warship principally operated off the eastern seaboard of the United States, and ranged as far north as Halifax and as far south as the Caribbean, working briefly out of Vieques and Roosevelt Roads, as well as out of Jacksonville, Fla. During this time, she also visited Annapolis, where Naval Academy midshipmen toured the ship's engineer-

ing plant on an orientation visit. Admiral James L. Holloway, III, the former Chief of Naval Operations, visited the ship as well.

Following a brief period at the Norfolk Naval Shipyard, *Arthur W. Radford* prepared for another extended deployment. She departed Norfolk on 21 June, embarking HSL-34, Detachment 2, and proceeded to Roosevelt Roads, where she embarked Rear Admiral Peter K. Cullins, Commander, South Atlantic Force, and his staff to become Cullins' flagship for UNITAS XXI. Visits to St. Kitts and to Bridgetown, Barbados, followed, before the destroyer sailed for Venezuelan waters.

Over the next four months, *Arthur W. Radford* operated with elements of the Venezuelan, Ecuadorian, Peruvian, Colombian, Trinidad and Tobago, Argentine, Uruguayan, and Brazilian Navies. Her ports of call included Puerto La Cruz and La Guaira, Venezuela; Rodman, Panama; Manta, Ecuador; Paito and Callao, Peru; Cartagena, Colombia; Trinidad and Tobago; Santos, Brazil; Puerto Belgrano, and Bahia Blanca, Argentina; Montevideo, Uruguay; and the Brazilian ports of Rio de Janeiro, Salvador, and Recife. She also transited the Panama Canal twice during UNITAS XXI, the first time on 21 July 1980 and the second on 24 August.

Completing UNITAS XXI on 4 November, *Arthur W. Radford* sailed for Gabon, as a unit of the West Africa Training Cruise (WATC), reaching Libreville, the capital of Gabon, on 12 November. Over the next few weeks, she visited Tema, Ghana; Freetown, Sierra Leone; and Dakar, Senegal. Clearing Dakar on 1 December, the destroyer stopped at Guadalupe and at Roosevelt Roads on the return voyage and arrived at Norfolk on 15 December.

The ship spent the next two years engaged in operations along the east coast and in the West Indies—mostly in underway training out of Norfolk, Roosevelt Roads, and Vieques and in refresher training at Guantanamo Bay. During the summer of 1981, she operated out of Annapolis, training midshipmen. She underwent upkeep at Norfolk and Boston and received an overhaul at her builder's yard. En route to Puerto Rico, the ship had a Coast Guard detachment embarked from 20 to 23 September 1982, and cooperated with the Coast Guard on drug interdiction duties.

For the first few months of 1983, *Arthur W. Radford* operated primarily in the Virginia capes area, but ranged into the Atlantic as far as the Bahamas. After embarking Commander, Destroyer Squadron 26, at Norfolk on 7 March to begin a nine-month period on board, *Arthur W. Radford* hosted Secretary of the Navy John F. Lehman, Jr., on 29 March. A little less than one month later, the destroyer cleared Norfolk on 27 April for a six-month deployment in the Mediterranean.

Touching at Gibraltar on 10 May, *Arthur W. Radford* proceeded to Augusta Bay, Sicily, and thence moved to waters off the coast of Lebanon. After supporting the multinational peacekeeping force in Beirut from 20 to 28 May, the destroyer visited Taranto, Italy, before returning to Lebanese waters for another brief period. During a port call at the Roman port of Constanta along with guided-missile frigate *Antrim* (FFG-20), the destroyer served as flagship for Vice Admiral William H. Rowden, Commander, 6th Fleet.

Visiting Catania, Sicily; Monte Carlo, Monaco; and Livorno, Italy, *Arthur W. Radford* exercised with 6th Fleet battle groups later that summer, later visiting Gaeta and Naples, Italy. While visiting Istanbul, Turkey, she hosted the retired Army leader and former Presidential advisor General Alexander M. Haig.

Arthur W. Radford returned to the waters off Beirut on 18 September 1983 to assume duty as ready gunfire support ship. She conducted gunfire support missions against forces threatening the peacekeeping force on 21 and 22 September until relieved on station by the battleship *New Jersey* (BB-62) on 8 October. Visits to La Maddalena, Sardinia, and to Tangier, Morocco, rounded out the destroyer's time in the 6th Fleet. Operating briefly with Spanish Navy units en route to the turnover port of Rota, *Arthur W. Radford* cleared Rota on 10 November with the battle group formed around the carrier *Dwight D. Eisenhower* (CVN-69). She arrived at Norfolk 11 days later, remaining there for the rest of 1983.

Arthur W. Radford operated briefly in the Virginia capes area in January 1984 before undergoing an overhaul at the Metro Machine Shipyard at Portsmouth, Va., between 16 February and 27 April. Subsequently undergoing sea trials and repairs in the floating drydock *Sustain* (AFDM-7), *Arthur W. Radford* conducted routine training out of Norfolk through early August.

The destroyer next operated out of Roosevelt Roads and off St. Croix before returning to Norfolk at the end of August and becoming flagship for Destroyer Squadron 10. After then conducting underway training in the Virginia capes area in September and October, *Arthur W. Radford* accompanied the recommissioned battleship *Iowa* (BB-61) to Roosevelt Roads. She later conducted gunfire support exercises off Vieques. Returning northward, the destroyer took part in exercises off the coast of North Carolina before reaching to Norfolk on 20 November.

After local operations, *Arthur W. Radford* sailed for a deployment with the Middle East Force (MidEastFor) on 4 February 1985, in company with *Barney* (DDG-6). Rendezvousing with *Antrim* and *Charles F. Adams* (DDG-2) near Bermuda two days later, and refueling from USNS *Waccamaw* (T-AO-109), the destroyer reached Rota on 16 February. She then visited Naples before heading for Egypt to transit the Suez Canal on 27 February 1985.

The destroyer touched briefly at Mina Raysut, Oman, on 8 March before transiting the Strait of Hormuz the following day and entering the Persian Gulf. After touching briefly at Bahrain, *Arthur W. Radford* got underway on the 14th for the Persian Gulf radar picket station (RPS). Five days into her time on station, she responded to a "Mayday" from the Liberian-flag tanker *Caribbean Breeze* which had been attacked and set afire in the central Persian Gulf. The destroyer provided medical advice over the emergency radio channel and launched a helicopter to render assistance.

Refueling on 25 March at Sitrah Anchorage, Bahrain, *Arthur W. Radford* got underway to resume her radar picket duty later the same day, remaining employed thus until she moored alongside *La Salle* (AGF-3) for availability. The destroyer resumed steaming on radar picket station again on 8 April, also conducting surveillance operations simultaneously. Steaming on radar picket station again on 8 April, also conducting surveillance operations simultaneously.

Arthur W. Radford embarked Rear Admiral John Addams, ComMidEastFor, on 17 April, and served as his flagship until 5 June. During that time, the destroyer served twice on radar picket duties in the Persian Gulf, the first from 17 to 26 April and the second from 23 to 29 June, and once on routine cruising. She visited the Sitrah anchorage twice during this period, and visited Manama, Bahrain, twice.

After Rear Admiral Addams shifted his flag from *Arthur W. Radford*, the ship served two more tours of radar picket duty in the Persian Gulf (6 to 16 June and 20 to 29 June). During the first of these periods, on 7 June, the destroyer's embarked Sikorsky SH-3 "Sea King" helicopter from squadron HS-1 transported a civilian rescued from drowning and in need of medical attention to Bahrain hospital, saving the person's life.

Arthur W. Radford underwent her final upkeep in the Persian Gulf at Mina Sulman, Manama, Bahrain, from 29 June to 4 July, observing Independence Day there before getting underway that afternoon to transit the Persian Gulf for the Strait of Hormuz. She conducted turnover to the destroyer *Comte De Grasse* (DD-974) the following day, and exited from the gulf.

Stopping for fuel at Mina Raysut, Oman, on 8 July, *Arthur W. Radford* transited the Strait of Bab el Mandeb in company with *Antrim* on 10 July, and the two warships conducted freedom of navigation operations off the coast of the Democratic People's Republic of Yemen on the 11th. The destroyer transited the Suez Canal on the 14th, and replenished from the oiler USNS *Neosho* (T-AO-143) that same day. Fueling from USNS *Truckee* (T-AO-144) the following day, *Arthur W. Radford* conducted a port visit to Benidorm, Spain, from 20 to 23 July before reaching Rota on the 24th. Proceeding thence with *Antrim*, *Barney*, and *Charles F. Adams*, the destroyer sailed for Norfolk on 24 July. After visiting Ponta Delgada, in the Azores, and Bermuda, en route, *Arthur W. Radford* reached her home port on 5 August 1985.

The destroyer remained at Norfolk into late October, preparing for a command inspection and operating locally in the Virginia capes operating area. Early in this period, Hurricane "Gloria" prompted *Arthur W. Radford* to depart Norfolk on 13 September 1985, and proceed to the upper Chesapeake Bay anchorage to ride out the storm. The destroyer returned to her home port on 21 September.

Departing Norfolk on 25 October, *Arthur W. Radford* sailed for Nova Scotia, and arrived at Halifax on the 28th. After being briefed for her participation in an exercise, SHAREM 62, the

ship departed Halifax on the following day for Notre Dame Bay, Newfoundland. Transiting the Strait of Belle Isle on the 31st, *Arthur W. Radford* reached her destination on 1 November, and took part in SHAREM 62 until the 6th, when she sailed for Halifax.

Following the post-exercise debriefing, *Arthur W. Radford* sailed for Norfolk, arriving at her home port on 13 November. Moving up the eastern seaboard, the destroyer visited Boston (5 to 8 December) before spending a brief period at Newport serving as Surface Warfare Officer School (SWOS) school ship from 9 to 12 December. *Arthur W. Radford* then returned to the Norfolk area, unloading weapons at Yorktown from 15 to 18 December before conducting a dependents' cruise on the 18th.

The destroyer underwent a restricted availability until late March 1986, running her post-repair trials on 29 and 30 March before proceeding to Yorktown to take on weapons. *Arthur W. Radford* operated locally out of Norfolk into late July, interspersing this work with a drydocking in *Sustain* from 30 May to 17 June, for repairs to her struts and stern tubes, as well as an inspection of her sonar dome. Following refresher training in Guantanamo Bay, the ship touched at Roosevelt Roads before operating at Vieques for gunfire support practice, surface gunnery exercises, and missile shoots. After visiting Fort Lauderdale en route, the ship returned to Norfolk on 12 September.

Arthur W. Radford returned to Guantanamo Bay soon thereafter to embark HSL-36, detachment 6, and then proceeded to Roosevelt Roads, where she arrived on 6 October to load ammunition, to take on fuel, and to embark a Coast Guard law enforcement detachment along with Commander, Caribbean Squadron (ComCaribRon) and his staff. The ship operated in her assigned waters from 6 to 19 October, returning to Roosevelt Roads to debark ComCaribRon and his staff.

Detaching the Coast Guardsmen at Nassau on 22 October at the commencement of the ship's port visit there, *Arthur W. Radford* sailed for Norfolk on the 25th, arriving two days later. As before, her stay in port proved brief, for she got underway on 3 November for the Bermuda operating area for exercises. One day out of Norfolk, she assisted *Preble* (DDG-46) in searching for a crewman who had been lost in the Cape Hatteras area.

Arthur W. Radford conducted her exercises, SHAREM 1-87, before returning to Norfolk on 16 November. With the exception of a period underway in the Virginia capes operating area on 9 and 10 December, *Arthur W. Radford* spent the month of December in port in Norfolk. As of mid-1987, *Arthur W. Radford* was still active in the Atlantic Fleet, homeported at Norfolk.

Artigas

Jose Gervasio Artigas (sometimes seen as Fernando Jose Artigas), regarded as the father of modern Uruguay, was born in Montevideo about 19 June 1764, a scion of one of the leading families in that area of South America. Between 1811 and 1815, he led Uruguay's early efforts to attain independence from Spanish and Portuguese rule and eventually became that nation's first native-born governor. However, his authority was later undermined by intrigues fomented in nearby Buenos Aires and within his own followers, and he was forced to seek exile in nearby Paraguay in 1820. He took no part in the ultimate achievement of independence for his native country (1828) and refused to become, in his twilight years, a figurehead in the civil wars that ensued. Artigas died in exile, at Asuncion, Paraguay, on 23 September 1850, in comparative obscurity.

(ScStr: t. 4,849; l. 399'2"; b. 53'7"; dph. 27'6"; s. 10.5 k.; epl. 98; a. 1 6")

The steel-hulled, screw steamer *Wiegand*, built in 1911 at Bremen, Germany, by *Bremer Vulkan Vegesack*, operated in the years between 1912 and the start of World War I with the *Roland Linie Aktiengesellschaft*, of Bremen, Germany. After the outbreak of hostilities, the Uruguayan government apparently requisitioned the ship and renamed her *Artigas*.

As the United States expanded its merchant fleet during World War I to meet the additional demands placed upon it, this country entered into negotiations with several foreign governments to acquire shipping. Accordingly, the United States Shipping Board chartered *Artigas* from the Uruguayan government at Montevideo, Uruguay, during the summer of 1918 and subse-

quently turned the ship over to the Navy for use in the Naval Overseas Transportation Service (NOTS).

Artigas was commissioned on 18 June 1918 at Montevideo, Lt. Comdr. John A. Monroe in command, and remained in that port until 1 August, most of that time spent with her engines (damaged by the German crew to prevent the ship's possible use by the Allied and Associated Powers) under repairs. Sailing for Buenos Aires, Argentina, on 1 August, she reached her destination the next day, and over the ensuing months underwent further repairs to her machinery which lasted into the autumn of 1918.

After steaming back to Montevideo with 45 tons of steel plate and unloading that cargo on 11 October, *Artigas* filled her holds with wool and hides early the following month. The armistice, which ended hostilities, found the cargo vessel still at Montevideo.

Underway for Brazilian waters on 20 November, *Artigas* touched at Rio de Janeiro (25-26 November) and Bahia (30 November) before steaming independently to Barbadoes, British West Indies, to disembark passengers on 9 December. She sailed thence for the Virgin Islands and stopped at St. Thomas on 11 December, before getting underway the next day to complete the last leg of her voyage to the United States. The cargo ship made port at New York City on the afternoon of 19 December.

This proved to be the only voyage of *Artigas* under the NOTS aegis, for the Navy decommissioned her at New York on 4 January 1919 and turned her over to representatives of the United States Shipping Board that day.

Artigas retained that name through periods of operation by the Shipping Board, the Uruguayan government, and, finally, the Tramp Shipping Development Co., Ltd., of London, England. Sometime in 1927 or 1928, the ship was acquired by E. G. Culucundis and S. C. Costomoni and sailed under the Greek flag as *Elias G. Culucundis*, homeported at Syra, Greece. Changing hands again, around 1930, to the Atlanticos Steamship Co., Ltd., the ship retained her Greek name until renamed *Argentina* in 1933 or 1934. She then began operations under the aegis of the Tramp Shipping Development Co., (then of Greece) until 1934 when her name disappeared from registers of merchant vessels.

Artisan

One trained to manual dexterity or skill in a trade.

(ABSD-1: dp. 38,500 (lt.) (10 sections); l. 927' (10 sections); b. 256'0"; dr. 9' (lt.), 78' (flooded); height 28' (keel to welldock); inside width 133'7" (clear inside); lifting capacity 90,000 tons; cpl. 690; cl. ABSD-1)

ABSD-1—a 10-section, non-self-propelled, floating drydock—was constructed in sections during 1942 and 1943 by the Everett Shipbuilding Co., Everett, Wash.; the Chicago Bridge & Iron Co., Eureka, Calif.; the Pollack-Stockton Shipbuilding Co., Stockton, Calif.; and the Chicago Bridge & Iron Co., Morgan City, La. Her official commissioning ceremony took place at Everett, Wash., on 10 May 1943, Capt. Andrew R. Mack in command.

The floating drydock made the voyage to the southwestern Pacific in two separate convoys. The two sections constructed on the gulf coast departed Morgan City, La., on 14 July 1943, while the remaining eight sections concentrated at San Francisco before putting to sea on 28 August 1943. The first two sections arrived at Espiritu Santo in the New Hebrides on 24 September, and the west coast sections reached that destination on 2 October. Later that month, the drydock's crew began assembly procedures. On 2 November in the course of assembling the drydock, one of its sections sank, drowning 13 of her crew. By the end of 1943, she was a working drydock of eight sections repairing a variety of Navy ships at Espiritu Santo. In April 1944, ABSD-1 became a full 10-section drydock when her remaining section was combined with another from ABSD-2 and was joined to the eight already functioning.

She served in the New Hebrides until mid-April of 1945 at which time she received orders to disassemble and move forward to the big base at Leyte Gulf in the Philippines. ABSD-1 completed disassembly by the beginning of June and, on the 30th, the first six sections began the voyage—via Hollandia, New Guinea—to Leyte. The remaining four sections took departure on 7 July. The first echelon arrived at Manicani Bay, Samar Island, on 27 July, and assembly began three days later. On 2

August, the rest of the drydock entered Manicani Bay and, by mid-September, all 10 sections had been joined together. The floating drydock resumed her repair work soon thereafter, and it continued through February of 1946. On 28 February 1946, she undocked four yard craft and began preparations for inactivation. *ABSD-1* was decommissioned on 31 May 1946.

She remained in the Philippines through the summer and fall of 1946. During that time, in August 1946, the advanced base sectional dock was reclassified a large auxiliary floating drydock and was redesignated *AFDB-1*. Sometime after November of 1946, her sections were towed from the Philippines to Pearl Harbor where they were placed in reserve. Her inactivity lasted almost exactly five years. She was recommissioned at Pearl Harbor on 2 June 1951, Capt. O. J. Stien, USNR, in command. Later that month, she was towed, in sections, to Guam in the Marianas where the Navy was improving another repair facility in fairly close proximity to the combat zone in the year-old Korean conflict. Reporting for duty on 26 June 1951, she was not completely assembled and ready for duty until the beginning of March 1952.

Active at Apra Harbor not quite three years, *AFDB-1* was out of commission again and back in reserve by January of 1955. She remained inactive at Guam for a little more than 15 years. In 1970, five of her sections were moved to Subic Bay in the Philippines where the floating drydock was placed in service once again on 17 November 1970. Her third period of active service proved to be her longest lasting almost 16 years. On 7 June 1979, she was named *Artisan*. In October of 1986, *Artisan* was placed out of service, and her name was struck from the Navy list. In March of 1987, however, *Artisan* received a reprieve when her name was reinstated on the Navy list.

Artmar III

(MB: t. 32 (gross); l. 64'0"; b. 12'0"; dr. 3'6" (mean); s. 11 k.; cpl. 6; a. 1 1-pdr., 1 mg.)

Artmar III—a wooden-hulled motorboat built in 1912 by F. S. Nock, boatbuilder, of East Greenwich, Rhode Island—was acquired by the Navy from C. M. Dunbar on 22 May 1917. Assigned the identification number SP-408, *Artmar III* was commissioned on 24 May 1917, Ens. Edward E. Silvey, USNR, in command.

During the remainder of World War I, *Artmar III* performed local patrol duties out of the section base at New Bedford, Mass., until two weeks after the armistice of 11 November 1918.

Decommissioned on 18 February 1919 and struck from the Navy list on 11 April of the same year, *Artmar III* (sometimes referred to simply as *Artmar*) was withdrawn from the sale list on 12 April; allocated to the Customs Service, Treasury Department; and turned over to the Coast Guard at Newport, R.I., on 15 September 1919. On 16 December 1919, *Artmar* was renamed *Dash*. Over the next four years, except for brief periods spent out of commission (presumably for repairs or alterations), the craft served on permanent stations at Buzzard's Bay, Mass., and Charleston, S.C., before being renamed *AB-5* on 6 November 1923.

AB-5 departed from Charleston on 1 April 1924 and proceeded to the Coast Guard Depot, South Baltimore, Md., for engine tests. Completing repairs by 6 September, the harbor launch next shifted to the Nation's capital and, together with the tug *Apache*, patrolled the races held by the Capital and Corinthian Yacht Clubs of Washington, D.C.

Returning to Charleston on 20 November 1924, she relieved *AB-7* (the former *Lookout* and *Miss Anne II* (SP-657)), on station. On the day before Christmas 1924, *AB-5* received heavy damage and apparently performed little active service over the next nine years. The next time she is mentioned in records comes in a Headquarters, United States Coast Guard letter of 13 June 1933 to the Commander of the Jacksonville (Fla.) division, directing the transfer of *AB-5* to Base 6, Ft. Lauderdale, Fla., for decommissioning at the "earliest possible date."

Surveyed at Base 6 on 23 July 1933, *AB-5* was sold to A. P. Crooks of Ft. Lauderdale on 19 September 1933.

Arundel

The School of Instruction for the Revenue Cutter Service was established in 1900 on the shore of Arundel Cove, off Curtis Bay,

below Baltimore, Md. In 1910, this school was moved to New London, Conn., and is now the Coast Guard Academy.

(CGC: dp. 145; lbp. 102'; b. 20'5" (wl.); dr. 8'6"; s. 9 k.)

Manhattan—a cutter built for the Revenue Marine in 1872 and 1873 at Chester, Pa., by Charles A. Weidner—was placed in commission at New York late in May 1873. She patrolled the waters of New York harbor and, later, in Long Island Sound until late August of 1874. She set sail for Boston on 25 August and arrived there four days later. Late in July of 1875, *Manhattan* was transferred to the station at Ogdensburg, N.Y., located well up the St. Lawrence River. That assignment proved to be very brief for, on 2 August, she received orders to Oswego, N.Y., located on the southern shore of Lake Ontario; and the cutter arrived there on 20 August. She returned to Ogdensburg late in November 1875 and was laid up at that port on 30 November 1875.

In mid-May 1876, *Manhattan* was recommissioned at Oswego. For the next seven years, the cutter spent her summers patrolling the waters of the St. Lawrence River and Lake Ontario between Ogdensburg and Niagara. In wintertime—normally from 30 November to sometime in May—she was out of commission either at Ogdensburg or Oswego. Recommissioned in the summer of 1883, *Manhattan* got underway on 21 August and, after a stop at New York, she arrived at Fort Monroe, Va., on 17 September. The cutter operated at Fort Monroe until late in December when she headed for Baltimore, Md. She arrived at that port on Christmas Day 1883. On the last day of 1883, the ship was placed out of commission at Baltimore.

Early in March 1885, the cutter was put up for sale at Baltimore. The highest bid, however, was substantially less than half of her appraised value, and she was withdrawn from the market. Between late July and early November, *Manhattan* was loaned to the Marine Hospital Service for duty as quarantine boat at the Virginia capes. In November, she was returned to the Revenue Marine.

Recommissioned again on 29 April 1886, the cutter departed Baltimore for Whitestone, N.Y., that same day and arrived at her destination on 4 May. For much of the remainder of her long career, she operated at various locations in the environs of New York City. For the most part, the cutter served on harbor anchorage patrol, but she also provided patrol services to various civilian regattas and races held around New York and in Long Island Sound.

On 6 April 1917 when the United States entered the war against Germany, *Manhattan*, along with the rest of the recently reorganized and renamed Coast Guard, was transferred to Navy jurisdiction. Her duties and station, however, remained unchanged. *Manhattan* spent the war months patrolling the New York anchorage. After almost a year under Navy auspices, she was renamed *Arundel* on 1 April 1918. On 28 August 1919, *Arundel* was returned to Coast Guard jurisdiction but continued to patrol the New York anchorage until 1 January 1923. At that time, she was reassigned to duty as station ship at Baltimore. She served in that capacity until 28 April 1928 when she was sold to Mr. George Johnson of Baltimore.

Arundel, Anne, see *Anne Arundel* (AP-76).

Arval

(MB: t. 49; l. 75'; b. 14'; dr. 10' (forward); s. 11 k.; cpl. 7; a. 2 1-pdrs.)

Arval (SP-1045)—a motorboat constructed in 1911 at Stamford, Conn., by the Stamford Motor Co.—was acquired by the Navy on free lease from Mr. Donald N. Test on 1 November 1917 and was placed in commission at Chicago that same day, Ens. Franklin Smith, USNR, in command.

She departed Chicago on the day of her commissioning and arrived in Charleston, S.C., on the 7th. She was assigned to the 6th Naval District section patrol and was based at Wilmington, N.C. *Arval* patrolled the coastal waters of North Carolina through the remainder of World War I. In January 1919, she moved north to New York. She was placed out of commission and returned to her owner on 27 February 1919, and her name was struck from the Navy list on that same day.

Arvilla

(MB: t. 11; l. 46'0"; b. 10'6"; dr. 3½'; s. 12 mph.; cpl. 7; a. 1 1-pdr., 1 mg.)

Arvilla (SP-752)—a motorboat built at Wilmington, Del., by Joe Fellows—was acquired by the Navy on 24 June 1917 on free lease from her owner Mr. Harry Fisher of San Diego, Calif. She had been commissioned more than a month earlier on 5 May 1917.

She was assigned to section patrol duties in the San Diego harbor and environs under the Commandant, 12th Naval District. While patrolling on 2 August 1917, *Arvilla* was rammed by the fishing vessel *Higo*. She sank but was raised and repaired. Returned to duty, she served through the end of World War I. Apparently, she was decommissioned sometime in January 1919. On 12 March 1919, *Arvilla* was returned to her owner, and her name was struck from the Navy list.

Arvonian

(ScStr: dp. 2,774; l. 331.3'; b. 47.6'; dr. 20.1'; cpl. 105; a. 3 4", 3 12-pdrs., 2 .30-cal. mg., 4 18" tt.)

The steel-hulled, screw steamer *Arvonian*—built in 1905 at Stockton, England, by Richardson, Duck and Co.—was turned over to the United States Navy on loan by the British Admiralty "for war purposes" at the Admiralty Dockyard, Devonport, England, on 27 November 1917 and commissioned that same day, Comdr. David C. Hanrahan in command.

Arvonian—her crew composed of volunteers from American warships in European waters—was fitted out at Devonport and conducted ship's drills in Plymouth Sound. On 18 December, the ship was renamed *Santee* and she got underway for Queenstown (now Cobh), Ireland. She arrived on the 19th and resumed fitting out for service as a decoy, or "Q" ship.

At 1600 on 27 December, *Santee* sailed from Queenstown for Bantry Bay, Ireland, to carry out exercises. She was south of Kinsale at 2045, when a lookout spotted an approaching torpedo. Before he could report, the weapon struck *Santee's* port side just abaft the engine room bulkhead. The ship was plunged into darkness. Comdr. Hanrahan ordered his men to battle stations and sent away the "panic party," those sailors who played the role of a crew precipitously abandoning their sinking vessel. They left the ship, as Hanrahan later reported, in "fine panic [sic] style." This ruse was an attempt to lure the enemy to the surface. Visibility was good, but the submarine did not show herself.

Two and one-half hours elapsed before Hanrahan called in the starboard lifeboat; and, a short time later, he radioed the Commander in Chief, Coast of Ireland, informing him of the condition of the ship. Destroyers and tugs were dispatched to her aid from the Irish coast. The damaged *Santee* was taken in tow, and reached Queenstown at noon on the 28th. *Cummings* (Destroyer No. 44) and *Sterett* (Destroyer No. 27) aided in picking up the remaining boats from *Santee's* "panic party."

Repairs at Queenstown lasted through January. *Santee* was towed to Plymouth and thence to Devonport where she arrived on 8 February. She was decommissioned on 8 April 1918 and returned to the Admiralty and resumed her former name, *Arvonian*. The ship apparently remained in the hands of the Royal Navy until sold to commercial interests in March, 1919.

Ascella

A star of the third magnitude located in the constellation Sagittarius.

(AK-137: dp. 4,023; l. 441'6"; b. 56'11"; dr. 28'4" (lim.); s. 12.5 k. (tl.); cpl. 201; a. 1 5", 1 3", 2 20mm.; cl. *Crater*; T. EC2-S-C1)

SS *George C. Yount* was laid down on 7 January 1943 at Wilmington, Calif., by the California Shipbuilding Corp. under a Maritime Commission contract (MCE hull 708); launched on 4 February 1943; sponsored by Mrs. E. Rickenbacker; delivered to the American President Lines, for operation by a civilian crew under a War Shipping Administration contract; acquired by the Navy on a bare-boat basis on 30 November 1943; modified by the

Matson Navigation Co., at San Francisco, Calif., to prepare her for naval service; renamed *Ascella* and designated AK-137 on 14 December 1943; and commissioned at Hunters Point, Calif., on 7 January 1944, Lt. Comdr. Alexander Kusebach, USNR, in command.

Two days after commissioning, the cargo ship arrived at the Naval Supply Depot, Oakland, Calif., to load stores, provisions, and ammunition. Following brief shakedown training, she departed San Francisco on 21 January. Nine days later, *Ascella* entered port at Pearl Harbor and began discharging her cargo. On 3 February, she shifted berths and began loading supplies bound for the Army occupation garrison on newly won Kwajalein in the Marshall Islands. A week later, the vessel put to sea and, after a nine-day voyage, entered the lagoon at Kwajalein. She spent the remainder of February unloading her cargo before departing Kwajalein on 3 March. After interrupting her voyage at Pearl Harbor to drop off three landing craft for repairs, the ship returned to the Naval Supply Depot, Oakland, on the 23d. There she took on another load of supplies, embarked 83 Navy men for passage to Hawaii, and stood out of San Francisco Bay. She entered Pearl Harbor on 10 April and began a four-day visit during which her passengers disembarked and she loaded ammunition and armory equipment. On 14 April, *Ascella* set sail for the Marshall Islands with another 44 passengers embarked.

Upon her arrival in Majuro Lagoon, the cargo ship began replenishing the warships of Task Force (TF) 58. During her sojourn there, she also provided berthing spaces for her officer passengers until the middle of the first week in May. On 6 June, she took on board 47 marines for passage to Roi Island at Kwajalein, where the ship remained and loaded defective ammunition and empty shell cases until 21 June. On that day, *Ascella* embarked 51 Navy passengers and weighed anchor for Hawaii. She stopped at Oahu from 30 June to 3 July to debark 24 of her passengers and unload her cargo. Another eight days at sea preceded her 11 July arrival back at San Francisco.

After disembarking the remaining 27 passengers, the ship started loading dry stores and provisions bound for the fleet in the Central Pacific. She got underway on 24 July and reached Pearl Harbor on 1 August. During the next two days, the cargo ship debarked passengers and took on mail bound for the Central Pacific. Returning to sea on the 3d, *Ascella* resumed the voyage west and stood into the lagoon at Eniwetok Atoll on 15 August for a month's visit. In addition to serving as station stores ship issuing supplies to various units of the fleet, she also provided berthing spaces for transient sailors. After transferring what remained of her cargo to *Silica* (IX-151) on 11 September, *Ascella* embarked 53 hospital patients for transportation to Hawaii on 16 September and began the voyage that same day. She reached Pearl Harbor on the 25th, exchanged her patient-passengers for 56 California-bound sailors, and continued on her way on the 27th. On 6 October, the ship pulled into San Pedro, Calif., and disembarked her passengers.

Three weeks of voyage repairs and cargo loading operations followed her return to the California coast. She got underway again on the 27th to carry supplies, this time to the fleet in the southwestern Pacific. *Ascella* made a stop at Pearl Harbor to take on fuel and water before continuing on to her first destination, Finschhafen, New Guinea. She arrived at that port on 23 November but remained only a few hours. Two days later, the cargoman hauled into Seeadler Harbor at the island of Manus in the Admiralties. Her stay there brought more provisioning duty and lasted until 15 December. On that day, the ship cleared Manus for a run to the Palaus and the Carolines. Following stops at Kossol Passage and at Ulithi, she departed the latter port on 10 January 1945 and shaped a course for New Zealand. *Ascella* moored at Princess Dock, Auckland, on 24 January. Another consignment of general stores and provisions hoisted on board, she steamed out of Auckland on 1 February. The cargo ship delivered supplies to Noumea, New Caledonia, between 5 and 9 February and, with another group of passengers embarked, resumed her voyage. *Ascella* entered Seeadler Harbor once more on 16 February and discharged supplies and passengers. Having exchanged one group of passengers for another, the ship returned to sea on the 24th.

Ascella and her passengers were bound for the same duty station, Ulithi Atoll in the Carolines. They arrived there on 28 February, and the cargo ship began her last assignment of World War II. Throughout the final campaigns—Okinawa and the 3d/5th Fleet's air assault on the Japanese home islands—the cargo ship

remained at Ulithi issuing stores and provisions to the warships prosecuting those actions. One mission—a round-trip voyage from Ulithi to Pearl Harbor and back in late July and early August—interrupted her service in the lagoon. Her assignment as station stores ship at Ulithi ended nine days after the formal surrender of Japan. On that day—11 September 1945—she weighed anchor for similar duty at Okinawa in the Ryukyu Islands. After duty at Okinawa from 16 September to 23 October, *Ascella* moved on to Samar in the central Philippines where she issued stores and provisions from 5 November to 24 December. Forced to get underway on Christmas Eve Day, she celebrated the holiday at sea before entering Shanghai, China, on the 30th. The cargo ship served as an accommodation ship at Shanghai through the first week of April 1946. On 10 April, she departed Shanghai and headed for the Marianas. *Ascella* performed some unspecified duty at Guam for about three weeks between 16 April and 5 May.

On the latter day, the ship weighed anchor and set sail for the United States. Following 18 days at sea, she arrived back in San Francisco on 22 May. Later, she moved to Stockton, Calif., where she loaded provisions before getting underway on 29 June for Hawaii. She arrived in the Pearl Harbor Naval Shipyard on 6 July and began inactivation procedures. *Ascella* was placed out of commission at Pearl Harbor on 13 August 1946. There, she remained until the spring of 1947 when she was towed to San Francisco to be returned to the Maritime Commission. Her name was struck from the Navy list on 22 May 1947, and she was transferred to the Maritime Commission for layup with the National Defense Reserve Fleet at Suisun Bay, Calif. She remained there under her merchant name, *George C. Yount*, until the mid-1960's.

Ascension

A British island located in the South Atlantic 700 miles northwest of St. Helena. During the exile of Napoleon, the Royal Navy built a station on Ascension. The island is the site of an international cable station; during World War II an airfield was built there for patrol flights and as a refueling stop for transatlantic flights to Africa, southern Europe, and the Middle East. These aviation facilities figured prominently in the war between Great Britain and Argentina in the spring of 1982. The name was borne by a merchant ship of the City of London, which participated in the fight against the Spanish Armada in 1588.

(PF-74: dp. 1,430; l. 304'0"; b. 37'6"; dr. 12'0" (mean); s. 20 k.; cpl. 120; a. 3 3", 4 40mm., 8 20mm., 2 det., 4 dep., 1 dep. (hh.); cl. *Tacoma*; T. S2-S2-AQ1)

The unnamed frigate PF-74—originally classed as a gunboat, PG-182—was laid down on 30 April 1943 at Providence, R.I., by the Walsh-Kaiser Co., Inc., under a Maritime Commission contract (MC hull 1656); assigned to the United Kingdom under lend lease on 10 June 1943; launched on 6 August 1943; sponsored by Mrs. A. A. Kirby; and transferred to the Royal Navy on 24 November 1943. First named *Hargood*, the ship had been renamed *Ascension* by the time she was accepted by the British and was assigned the "pendant number" K.502.

Following initial trials and "work up" in the waters off Casco Bay, Maine, *Ascension* conducted her shakedown training out of Bermuda before proceeding on to the British Isles. She reached Ardrossan, on the Firth of Clyde, at the end of March for the installation of British items of equipment. Assigned to the 5th Escort Group—which operated from Londonderry, Ireland—*Ascension* helped to escort three convoys between Londonderry and Gibraltar over the next few months and returned from the third voyage on 17 September 1944.

Assigned to the 17th Escort Group, as the senior officer's ship, *Ascension* operated in the northwest approaches to the Irish Sea, as well as in the western reaches of the English Channel, until hostilities with Germany ceased in the spring of 1945. On 10 November 1944, *Ascension* cleared Scapa Flow, in the Orkneys, with four other frigates to sweep waters between the Shetlands and Faroes and to cover the return of a convoy from Russian waters. Late in the patrol, on 25 November, a Norwegian-manned "Sunderland" flying boat picked up a radar contact 120 miles west of the Shetlands. Shortly after the ships of the 17th Group arrived to investigate, *Ascension's* ASDIC picked up a U-boat.

Ascension, in company with *Moorsom*, launched "hedgehog" attacks. Projectiles from the two ships proved lethal and sent U-322 to the bottom.

With the defeat of Hitler, *Ascension* and some of her sister ships were eyed for dispatch to the Far East and were to be extensively refitted to serve as "fighter direction ships," with updated radars and "Squid" antisubmarine mortars. These ships were not well suited for service in the tropics (inadequate ventilation frequently created intolerable living conditions) and the Admiralty decided to retain them in home waters. Laid up in reserve at Dartmouth, England, in mid-June, 1945, *Ascension* was reactivated in April 1946 for her return to the American Navy.

Departing her old wartime base at Londonderry for the last time on 17 April 1946, *Ascension* sailed for the United States and arrived at the New York Naval Shipyard on 17 May. Decommissioned and returned to the United States Navy on 31 May, the now-unnamed PF-74 was declared surplus on 8 October. Stricken from the Naval Vessel Register on 29 October 1946, the former frigate was sold to the Hudson Valley Shipwrecking Corp., Newburgh, N.Y., on 16 October 1947. Removed from naval custody on 7 November 1947, she was broken up for scrap by December 1948.

Ascutney

A mountain in Vermont whose name is an Algonquin Indian term meaning "fire mountain."

(SwGbt: t. 974; l. 205'; b. 35'; dph. 8'6"; dr. 6'8"; cpl. 102; a. 2 100-pdr. r., 4 9" sb., 2 24-pdr. how., 2 12-pdr. how.; cl. *Sassacus*)

Ascutney—a wooden-hulled, side-wheel gunboat ordered by the Navy in the autumn of 1862—was launched on 4 April 1863 by G. W. Jackson at Newburyport, Mass., on 4 April 1863. Delivered to the New York Navy Yard in June 1863, she was commissioned on 28 July 1864, Lt. Comdr. William Mitchell in command.

On 1 August 1864, Secretary of the Navy Gideon Welles ordered Mitchell to "... visit the fishing grounds on the eastern coast [of the] French Islands, in the Bay [Gulf] of St. Lawrence ..." to seek the steamer *Electric Spark*, a prize of CSS *Florida*, thought to have been sent there. However, some now-unknown problem prevented *Ascutney* from undertaking this mission; and, three days later, Welles instructed Mitchell to bring his ship to Washington en route to duty with the North Atlantic Blockading Squadron.

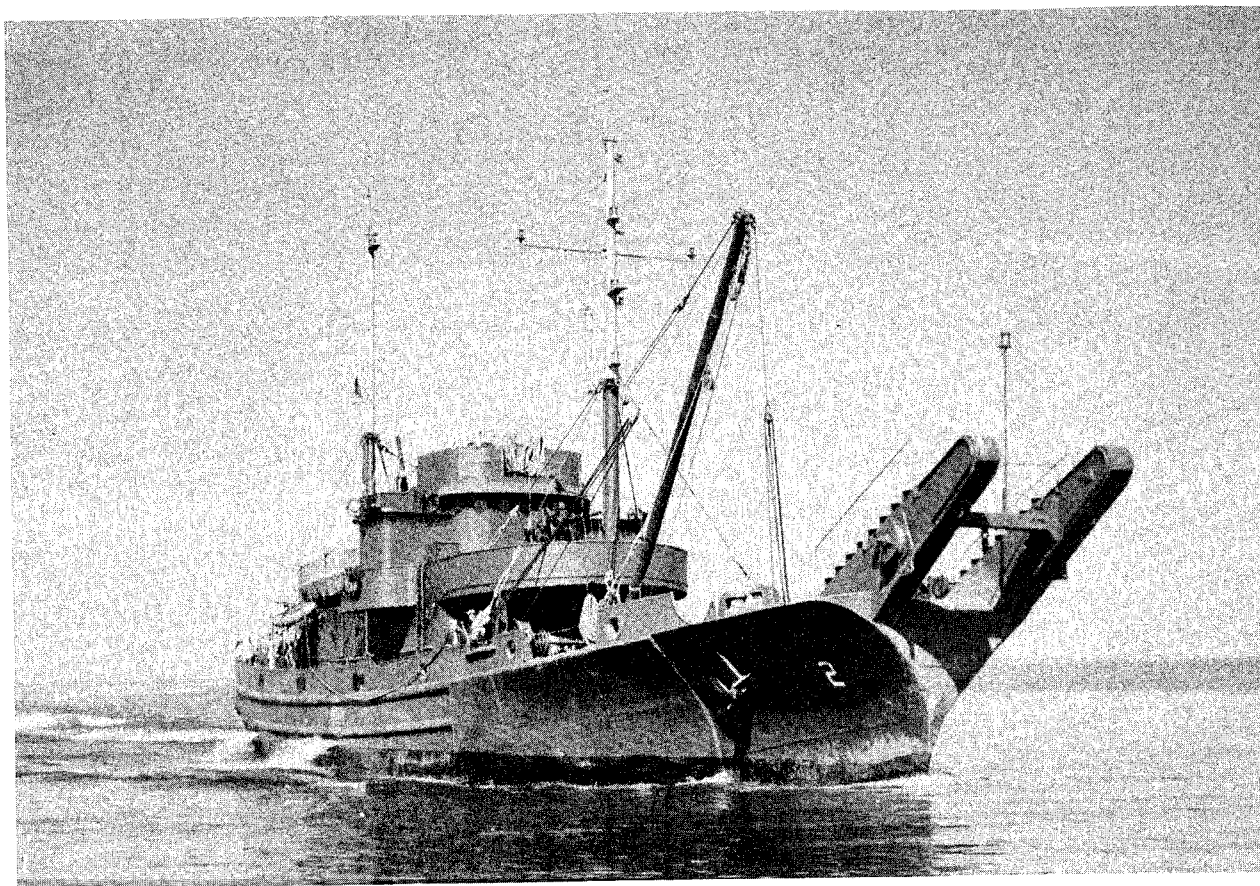
The steamer arrived at Beaufort, N.C., on 21 August and, two days later, sailed for waters off Wilmington. Assigned to the outer cordon of blockaders attempting to seal off that vital Confederate port, *Ascutney* was the first Union warship to encounter *Tallahassee* when—at 4:30 a.m. on the morning of 25 August—a lookout sighted that Confederate raider which Comdr. John Taylor Wood, CSN, was bringing back to Wilmington at the end of a highly destructive 19-day cruise. Mitchell immediately gave chase, but the Southern ship's speed—17 knots—enabled her to slip away with ease. To make matters worse, *Ascutney's* engine broke down, taking the gunboat out of the race.

Following a survey, the gunboat was towed to the Washington Navy Yard where she was decommissioned on 22 September 1864. Extensive repairs kept her in ordinary through the end of the Civil War.

Finally recommissioned on 19 October 1865, *Ascutney* was stationed at the Washington Navy Yard and carried cargo and passengers in the Chesapeake Bay area and along the Atlantic coast between New York City and the Virginia capes. Decommissioned at Washington on 1 August 1868, she was sold on 28 October 1868 to John Roach. Since the ship's name did not appear on subsequent lists of merchant vessels, and since Roach was then embarking upon an extensive shipbuilding program, it is reasonable to conclude that she was scrapped for her materials.

Ash

A genus of trees of the olive family characterized by pinnate leaves; gray branchlets; and thin, furrowed bark.



Ash (YN-2) underway circa 1941, in Measure 1 camouflage—dark gray with light gray mast tops. Note the specially designed lifting “horns” forward, as well as the heavy boom at the foremast. (80-G-45027)

(YN-2: dp. 700 (f.); l. 151'8"; b. 30'6"; dr. 10'6"; s. 14 k.; cpl. 40;
a. 1 3"; cl. *Aloe*)

Ash (YN-2) was launched on 15 February 1941 at Houghton, Wash., by the Lake Washington Shipyards, Inc., and was placed in service on 1 July 1941, Lt. Charles E. Ide, USNR, in charge.

The net layer served briefly in San Francisco Bay laying out net bouys and tending nets until 20 August when she headed for the Hawaiian Islands and duty in the 14th Naval District. *Ash* arrived at the section base at Bishop's Point on the island of Oahu on 28 August and began working on the nets that protected Pearl Harbor. She was at the Bishop's Point section base when the Japanese attacked American warships and installations at Pearl Harbor on the morning of 7 December 1941. Though she fired sporadically at some of the enemy planes during the two hours of the attack, she claimed no kills and suffered neither casualties nor damage.

Following the attack, the ship served at Pearl Harbor through the end of the war. Redesignated AN-7 on 20 December 1942, she was placed in full commission that same day, Lt. J. H. Russell, USNR, in command. *Ash* continued to operate in the Pearl Harbor area until 11 May 1946 when she got underway for San Francisco. The net layer was moored at the Mare Island Naval Shipyard until 1 November when she got underway for Vancouver, Wash. She was placed out of commission there on 13 December 1946 and remained in reserve until 1 September 1962 when her name was struck from the Navy list. She was then transferred to the Maritime Administration for lay up with the National Defense Reserve Fleet at Olympia, Wash. She stayed there until sold on 14 May 1971 to I. D. Logan for scrapping.

Asheboro

The county seat of Randolph County, North Carolina, initially settled by German immigrants around 1740. Chartered in 1796, the city was named in honor of the Honorable Samuel Ashe (1725–1813), the ninth governor of North Carolina (1795–1798), a Harvard-educated jurist who became an “early and zealous adherent of the colonial cause.”

(PC-822: dp. 375 (tl.); l. 173'8"; b. 23'0"; dr. 6'6"; s. 22 k.; cpl. 80; a. 1 3", 1 40mm., 2 20mm., 2 det., 4 dcp.; cl. *PC-592*)

PC-822 was laid down on 26 October 1943 at Sturgeon Bay, Wis., by the Leathem D. Smith Shipbuilding Corp.; launched on 27 December 1943; sponsored by Mrs. William C. McMahon, the wife of the Navy's inspector of ship construction at the builder's yard; and commissioned at New Orleans on 2 June 1944, Lt. John P. Fishwick, USNR, in command.

Arriving at Miami, Fla., on 15 June 1944, *PC-822* conducted her shakedown training from the Submarine Chaser Training Center, Miami, and sonar training out of Key West, Fla., until leaving that port on 27 July to escort convoy KN-328 to New York. After reaching her destination on 1 August, *PC-822* sailed south on the 14th and proceeded along the eastern seaboard, escorting convoy NG-453 to Guantanamo Bay. She reached Cuban waters on the 21st and got underway again five days later to shepherd Convoy GN-153 back to New York. After reaching that port on 1 September, *PC-822* escorted the freighter *Sea Owl* to Key West.

Routed onward to the Canal Zone, she reported for duty with the Panama Sea Frontier on 17 September. *PC-822* spent the

rest of 1944 engaged in convoy escort operations, shuttling ships between Guantanamo Bay and the Canal Zone.

This routine continued into February 1945 when *PC-822* received a special escort mission. She departed the Canal Zone on 2 March 1945 in company with *Halibut* (SS-232)—veteran of 10 successful war patrols and a recipient of the Navy Unit Commendation—which was on her way to decommissioning at Portsmouth, N.H., where she was to serve as a damage control school vessel. Turning over her charge to *PC-1147* on 7 March, *PC-822* proceeded on to Key West.

PC-822 underwent overhaul at Miami and refresher training at Key West before returning to the Canal Zone for local operations out of *Coco Solo*. During the first two weeks of August 1945 she conducted antisubmarine exercises out of Balboa with surface ships submarines, and patrol craft. She returned to *Coco Solo* on V-J Day; after hunter-killer exercise with *Clamagore* (SS-343) she returned to Balboa for antisubmarine exercises and patrol duty. On 20 September, at San Miguel Bay, Panama, she rescued six crew members of a distressed Ecuadorian sailing vessel.

On 7 May 1946 *PC-822* departed *Coco Solo* for Charleston. Her orders were changed en route, and she arrived at Miami for overhaul before proceeding to West Palm Beach, Florida, for duty as a naval reserve training ship. Placed out of commission on 12 July 1946, she was placed "in service" under the 7th Naval District. As a training ship, she made voyages to ports along the Atlantic and gulf coasts until 28 April 1950, when she was placed in reserve at Norfolk.

PC-822 was named *Asheboro* on 15 February 1956, but never resumed active service. Her name was struck from the Navy list on 1 April 1959. She was sold sometime between 1 October 1959 and 1 January 1960.

Asher J. Hudson

(Tug: t. 136; l. 92' (reg.); b. 21'; dr. 10'3" (mean); s. 11 k.; cpl. 17; a. 2 3-pdrs., 1 mg.)

The iron-hulled, single-screw steam tug *Asher J. Hudson*—completed in 1891 at Camden, N.J., by John H. Dialogue and Sons—was inspected in the 8th Naval District on 1 July 1918

and, on the 24th, was ordered taken over by the Navy. Accordingly acquired from the Alabama Coal Transport Co. of New Orleans, La., *Asher J. Hudson*—classified as SP-3104—was commissioned at the Naval Station, New Orleans, on 1 August 1918, Ens. Alva Carlton, USNRF, in command.

The tug stood downriver from New Orleans on the following afternoon and reached her assigned section base at Burrwood, La., on the morning of the 8d. That afternoon, she tried out her recently installed minesweeping gear and, on the 5th, swept the approaches to the southwest pass of the Mississippi River, in company with *Barnett* (SP-1149). During the remainder of August, *Asher J. Hudson* conducted five sweeps, in company with *Barnett*, of the important passes of the shipping lanes leading to the "Father of Waters."

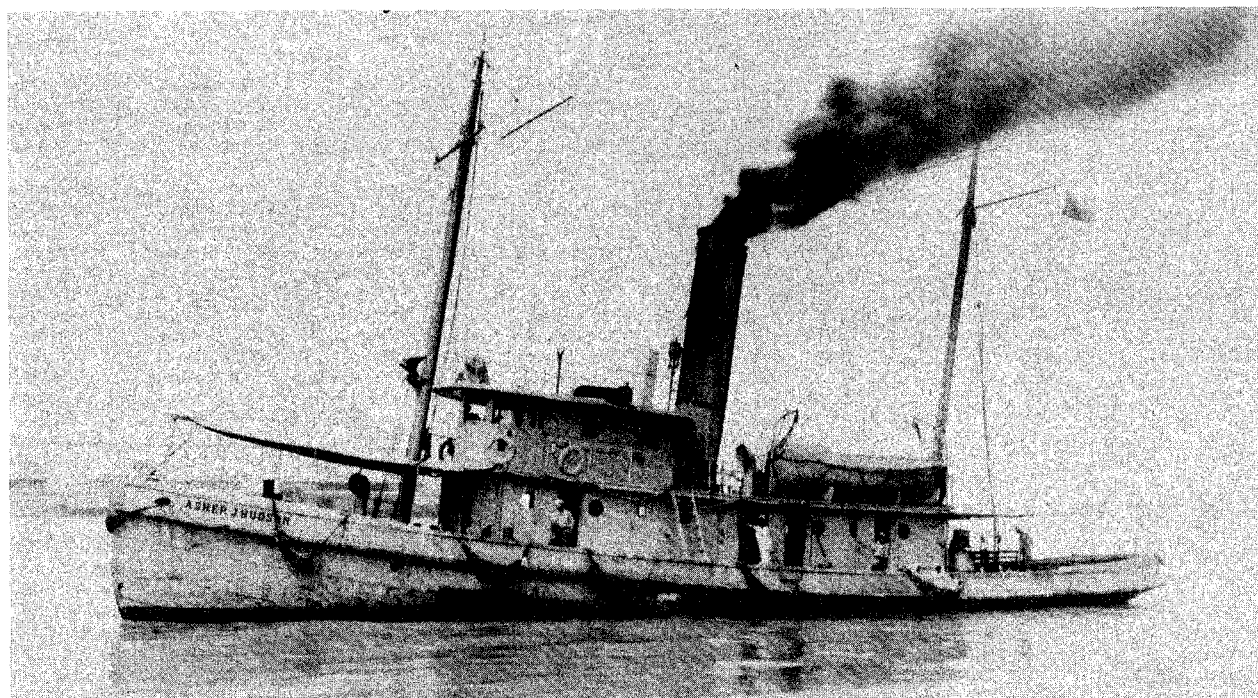
Asher J. Hudson maintained this routine of sweeping and patrol operations through the armistice of 11 November 1918 that stilled the guns of World War I, interspersing her active periods with upkeep at the section base of Burrwood or the naval station at New Orleans.

Detached from the "minesweeping flotilla" of the 8th Naval District on 6 December 1918, *Asher J. Hudson* was relegated to the simple duties of a district tug. Records indicate that the vessel—classified as YT-37 on 17 July 1920 during the fleet-wide assignment of alphanumeric hull designations—sank on 28 October 1920 from an undetermined cause while alongside a pier at the naval station at New Orleans. Although she was raised later and renamed *Yuma* on 24 November 1920, she apparently never resumed active service. Listed as decommissioned on 30 March 1921, *Yuma* was sold to the Crown Coal and Towing Co., New Orleans, on 5 August 1921. Her name was simultaneously struck from the Navy list.

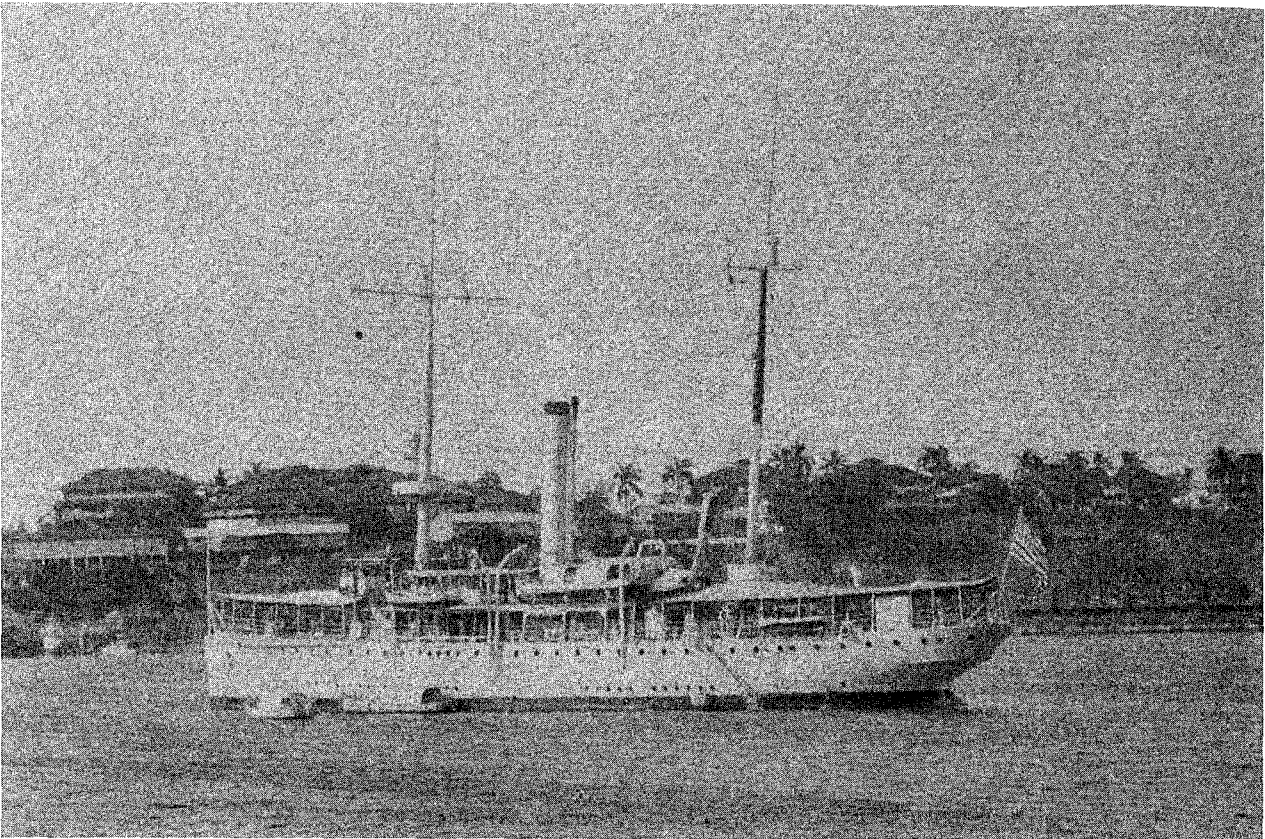
Reverting to her original name, *Asher J. Hudson*, the tug performed towing services for another three decades, first with the Crown Coal and Towing Co., and later with the Sabine Towing Co., of Port Arthur, Tex. Her name disappeared from merchant registers about 1963.

Asheville

A city in western North Carolina, and the seat of Buncombe County.



Asher J. Hudson (SP-3104) at New Orleans, circa 1918. Note the carved eagle on the foremast, just forward of the bridge, a typical decoration for craft of that type at that time. (NH 96654)



Asheville (PG-21), awnings spread to combat the sun's heat, lies at anchor in the Canal Zone, while serving with the Special Service Squadron in the late 1920's. Note her tall stack, and tall masts (to support the antennae at the height necessary to extend the range of the primitive radio equipment in use at that time). The wind sail rigged aft provided some comfort for the crew below decks, especially in the tropics, in the days before forced draft ventilation. (80-G-1034878)

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(Gunboat No. 21: dp. 1,575; l. 241'2"; b. 41'3"; dr. 12'9"; s. 12 k.; cpl. 162; a. 3 4", 2 3-pdrs., 2 1-pdrs., 4 .30-cal. mg., 2 3" field guns; cl. *Asheville*)

The first *Asheville* (Gunboat No. 21)—a single-screw, steel-hulled gunboat—was laid down on 9 June 1918 at the Charleston (S.C.) Navy Yard; launched on 4 July 1918; sponsored by Miss Alyne J. Reynolds, daughter of Dr. Carl V. Reynolds, MD, a prominent citizen of Asheville; and commissioned on 6 July 1920, Lt. Comdr. Elliot Buckmaster—who would later command the carrier *Yorktown* (CV-5) during World War II—in temporary command. One week later, on 13 July, Comdr. Jesse B. Gay relieved Lt. Comdr. Buckmaster.

Assigned to Cruiser Division 1, Cruiser Squadron 1, Atlantic Fleet, for temporary duty at the outset of her career, the new gunboat departed her builder's yard for Galveston, Tex., on 7 October 1920. Developing an engine casualty en route, however, *Asheville* put into Key West for repairs before proceeding on to her destination. She was based at Galveston for the next six months, operating in the Gulf of Mexico and making port visits at Tampa and Key West, Fla., several times during the course of that period. She also visited Havana, Cuba, from 4 to 7 January 1921.

At one point during her stay at Galveston, an oil tanker nearby caught fire and exploded. *Asheville* rendered prompt assistance in evacuating injured men, providing medical aid, and in preventing the blaze from spreading to nearby ships and docks.

Following overhaul, *Asheville* departed Galveston on 12 May 1921 for Charleston, where she arrived on 19 May and stayed for over a month. She was then drydocked during her stay at Norfolk from 25 June to 2 July, and conducted various trials off

Provincetown, Mass., before she visited that port on Independence Day, 1921. She then visited New York City (10 to 25 July) before she proceeded back down the eastern seaboard to pay return calls at Norfolk and Charleston, undergoing repairs and alterations at the latter.

Asheville—now assigned to the Special Service Squadron—then departed Charleston on 17 August 1921 for Havana, arriving there on the 20th. Although slated to relieve *Sacramento* (PG-19) on the east coast of Mexico, *Asheville* was ordered to proceed "without delay" to Nicaragua, as the Commander, Special Service Squadron had received word on 26 August of a revolution in that country. The gunboat sailed thence for Bluefields, Nicaragua, where she arrived on 29 August 1921. *Asheville* "showed the flag" briefly at Bluefields; and, since the government had suppressed the revolution, the gunboat sailed for Port Limon, Costa Rica, where she visited briefly before steaming to her new base at Cristobal, Canal Zone, which she reached on 8 September.

She departed the following day, and paid a return visit to Bluefields (11 to 13 September) and to Port Limon (14 to 22 September) before she returned to Cristobal on 23 September and commenced her first transit of the Panama Canal, reaching Balboa later the same day.

Asheville spent the next few months operating off the Pacific coast of Central America, her ports of call including Punta Arenas, Costa Rica; Puna and Guayaquil, Ecuador; Talara, Peru; Corinto, Nicaragua; and La Union, El Salvador. In early January 1922, *Asheville* carried the governor and physicians to the port of La Palma, to alleviate the suffering in the wake of floods that had devastated the region of Darien. Arriving on the morning of 7 January 1922, *Asheville* carried out relief work at La Palma until departing the following day to return to Balboa.

Transiting the Panama Canal again on 10 January 1922, *Asheville* paused briefly at Guantanamo Bay (17 to 18 January)